

January 31, 1924.
[H. J. Res. 151.]
[Pub. Res., No. 3.]

CHAP. 10.—Joint Resolution Extending the time for the final report of the joint congressional committee created by the Agricultural Credits Act of 1923.

Agricultural Credits
Act, 1923.
Time extended for
report of Joint Com-
mittee on Federal Re-
serve System inquiry.
Vol. 42, p. 1432,
amended.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That section 506 of the Agricultural Credits Act of 1923 is amended by striking out "January 31" and inserting in lieu thereof "June 30."

Approved, January 31, 1924.

February 1, 1924.
[H. R. 5196.]
[Public, No. 7.]

CHAP. 11.—An Act Granting the consent of Congress to the construction of a bridge across the Rio Grande.

Rio Grande.
El Paso Electric
Railway Company and
El Paso and Juarez
Traction Company
may bridge, El Paso,
Tex.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the El Paso Electric Railway Company and the El Paso and Juarez Traction Company, corporations organized and existing under and by virtue of the laws of the State of Texas, and their successors and assigns, to construct, maintain, and operate an electric street railway, vehicular, and foot bridge, and approaches thereto, across the Rio Grande at a point suitable to the interests of navigation at or near the point where South Stanton Street, in said city of El Paso, crosses the Rio Grande, in the county of El Paso, State of Texas (to replace the wooden bridge now in use at or near the aforesaid location, operated by said corporations under the authority of an Act of Congress passed and approved July 28, 1882), in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, such construction to be made only with the consent and approval of the Republic of Mexico.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 1, 1924.

Vol. 22, p. 179.

Construction.
Vol. 34, p. 84.

Consent of Mexico
required.

Amendment.

February 1, 1924.
[S. 160.]
[Public, No. 8.]

CHAP. 12.—An Act Authorizing the State of Georgia to construct a bridge across the Chattahoochee River, between the States of Georgia and Alabama, at or near Fort Gaines, Georgia.

Chattahoochee River.
Georgia may bridge,
Fort Gaines, Ga.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the State of Georgia be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Chattahoochee River, at a point suitable to the interests of navigation, between the States of Georgia and Alabama, at or near Fort Gaines, Georgia, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 1, 1924.

Construction.
Vol. 34, p. 84.

Amendment.

February 2, 1924.
[H. R. 3679.]
[Public, No. 9.]

CHAP. 13.—An Act To authorize the building of a bridge across the Pee Dee River in South Carolina.

Pee Dee River.
Horry and George-
town Counties may
bridge, Yawhannah
Ferry, S. C.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the counties of Horry and Georgetown, in the State of South Carolina, be, and they are hereby, authorized to construct, operate, and maintain a

bridge and approaches thereto across the Pee Dee River at a point suitable to the interests of navigation and at or near a point known as Yawhannah Ferry in said State in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 2, 1924.

Construction.
Vol. 34, p. 84.

Amendment.

CHAP. 14.—An Act Authorizing the building of a bridge across Kingston Lake at Conway, South Carolina.

February 2, 1924.
[H. R. 3680.]
[Public, No. 10.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the county of Horry, in the State of South Carolina, be, and is hereby, authorized to construct, operate, and maintain a bridge and approaches thereto across Kingston Lake at a point suitable to the interests of navigation at a point near the end of Fourth Avenue in the city of Conway, in said State, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Kingston Lake.
Horry County may
bridge, Conway, S. C.

Construction.
Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 2, 1924.

CHAP. 15.—An Act For the examination and survey of Dog River, Alabama, from the Louisville and Nashville Railroad Bridge to the mouth of said river including a connection with the Mobile Bay Ship Channel.

February 2, 1924.
[H. R. 3770.]
[Public, No. 11.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provision in section 12 of the River and Harbor Act approved September 22, 1922, providing for a preliminary examination and survey of "Channel from the mouth of Dog River, Alabama, to the ship channel in Mobile Bay," is hereby amended to read as follows: "Dog River, Alabama, from the Louisville and Nashville Railroad Bridge to the mouth of said river, including a channel connection with the Mobile Bay Ship Channel."

Dog River, Ala.
Preliminary ex-
amination, etc., of,
modified.
Vol. 42, p. 1045,
amended.

Approved, February 2, 1924.

CHAP. 16.—Joint Resolution Directing the President to institute and prosecute suits to cancel certain leases of oil lands and incidental contracts, and for other purposes.

February 8, 1924.
[S. J. Res. 54.]
[Pub. Res., No. 4.]

Whereas it appears from evidence taken by the Committee on Public Lands and Surveys of the United States Senate that certain lease of Naval Reserve Numbered 3, in the State of Wyoming, bearing date April 7, 1922, made in form by the Government of the United States, through Albert B. Fall, Secretary of the Interior, and Edwin Denby, Secretary of the Navy, as lessor, to the Mammoth Oil Company, as lessee, and that certain contract between the Government of the United States and the Pan American Petroleum and Transport Company, dated April 25, 1922, signed by Edward C. Finney, Acting Secretary of the Interior, and Edwin Denby, Secretary of the Navy, relating among other things to the construction of oil tanks at Pearl Harbor, Territory of Hawaii, and that certain lease of Naval Reserve Numbered 1, in

Naval oil reserves,
leases, etc.
Preamble.